

"A D U L I S"

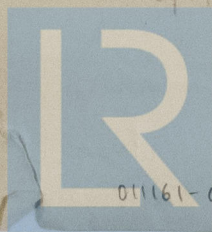
In view of Mr. Winders' Report, the longitudinal strength of the above vessel has been further examined and a section modulus found to be equivalent to that required by the Load Line Rules. The relation between the inertia and draught is found to compare satisfactorily with the Committee's practice for this type of vessel.

Dr. Webster's views regarding the backing of the ends of the girders are concurred in, the original intention having been that these girders should be splayed out at the after end and rapped onto the trunk sides. (See Secretary's letter to Messrs. J. H. Biles & Co., 1/4/47 - copy sent to Glasgow).

It is also considered that compensation doublings might be fitted in way of the small side hatches and that the bending resistance of the deck plating amidships would be improved by making the hatch corner doublings at the after end of No.1 hatch up with those at the fore end of No.2 hatch thus eliminating discontinuity in way of the masts.

IT IS SUBMITTED the Glasgow Surveyors be informed accordingly, *for their guidance in dealing with sister conversions.*

J.M.
17th October, 1947.
R.S.S.
Noted
this not correct on
modulus/ see Webster's letter
9.10.47



© 2021

Lloyd's Register
Foundation